

Wing and Group Commanders:

COOPERATE WITH CAA--How the CAA is working to make the wartime regulations as little burdensome as possible to civil airmen can be seen in a letter recently received by Maj. Gen. John F. Curry, National Commander of the Civil Air Patrol, from Charles I. Stanton, Civil Aeronautics Administrator. Reciprocal cooperation with CAA Inspectors is being rendered by CAP units in all parts of the country to keep airports open and aid in the enforcement of essential rules. Portions of Mr. Stanton's letter follow:

"The special regulations promulgated by the Civil Aeronautics Board and the implementing instructions issued by the Administrator of Civil Aeronautics were formulated in accordance with the specific request of the Secretary of War. Neither the Board nor the Administration included any requirement which went beyond these specific requests. ...

"Two fundamentals were involved: First, that the locations of all civil aircraft be a matter of record, and that all aircraft movements and all persons carried in aircraft be recorded. Second, that all aircraft when not actually in the custody of investigated and reinstated pilots be guarded sufficiently to insure that they cannot be taken and used by unauthorized persons as implements of sabotage or subversive activity.

"The CAA is anxious to preserve as much civil aviation as practicable throughout the war emergency because it believes that such aviation has a potential contribution to make in the war effort, and that it would be unfortunate to destroy civil and commercial aviation and have to recreate them at the conclusion of hostilities. However, an activity which was an inherent right of a citizen before Pearl Harbor is considered by many to have become a privilege since that time. Like many other privileges, it is not unreasonable to expect that it may become somewhat more expensive to those who may want to participate. We have tried to formulate our regulations in such a way as to minimize the additional expense. ...

"We realize that no standard requirements for guard complements can be established because of the wide variance in volume, type and hours of operation at various airports. Where the conditions of operation permit, guards may perform other duties simultaneously. ...

"It is our understanding that the great majority of airports have met the requirements to the satisfaction of our inspectors. However, we shall review the whole situation, airport by airport, as rapidly as possible with a view toward further reduction in personnel expense where we find it possible. In many cases we have advised municipalities or airport managers to apply to the Civil Air Patrol for volunteer assistance in meeting the personnel requirements for guarding and flight control. It is our thought that if flying clubs wish to continue their activities during the emergency, it would not be unreasonable for each member of a club to contribute one night's guarding duty, in, say, two weeks. We are sure that the CAP units will feel it is part of the service they can render to the country.

"There still seems to be some misunderstanding as to the permissibility of flying to and operating at points other than designated landing areas. Clearance officers at designated airports have the authority to clear flights to points which are not designated landing areas, provided they are satisfied as to the nature and purpose of the flight, and the airplane will be guarded. ... CAA will continue to exert every effort to lighten the burden of inconvenience and expense upon the flying public.

SUBVERSIVE ACTIVITIES--Whenever a member of the CAP observes anything that may indicate espionage or sabotage, a prompt report should be made to the nearest FBI office. The Patrol has enjoyed splendid cooperation from FBI in checking the fingerprints of applicants for enlistment. Maj. Gen. John F. Curry, National Commander of the CAP, wrote FBI to offer any possible assistance to its agents, and received the following reply from J. Edgar Hoover, Director, Federal Bureau of Investigation:

"I want you to know that I sincerely appreciate your thoughtfulness in offering the cooperation of the Civil Air Patrol in connection with matters over which this Bureau has jurisdiction.... I believe that the personnel of your Patrol could be of great assistance by reporting immediately and directly to the Special Agent in Charge of the nearest field office of this Bureau any activities coming to their attention which indicate possible violations of the Espionage or Sabotage Statutes, or in any way affecting the internal security of the country. ... I shall greatly appreciate it if you will issue appropriate instructions to your personnel so that matters of interest to this Bureau will be reported promptly, in order that an appropriate investigation may be instituted without delay."

In keeping with a recent general memorandum issued to volunteers working with the Office of Civilian Defense, it is a job for trained investigators and not for volunteers to search into subversive matters. While CAP Intelligence Officers will have occasion to make investigations purely within the operations of the Patrol, whenever a matter in the province of FBI is indicated, they must at once let the FBI assume full charge. Each CAP Intelligence Officer should contact his nearest FBI office so that he will know to whom to report, and can be reached by the Agent in Charge if occasion arises.

COMMUNICATIONS OFFICER--Now on duty at CAP Headquarters, Samuel E. Frain, of Lancaster Pa., is on temporary leave of absence from the E. T. Frain Lock Co. to organize the communications end of the Patrol program. This is urgent in view of the emergency regulations requiring two-way radio on all but local flights. Communications officers of many CAP units already are undertaking courses to qualify members for third class radio operators licenses. A directive has been prepared for these officers and will be issued as soon as it can be printed.

Mr. Frain holds a commercial radio telephone license and an amateur class A. He has been active as a radio amateur for 20 years. He is a private pilot and at one time held a commercial pilot's license.

DISPLAY PATROL INSIGNIA--It is important that the public become familiar with CAP emblems. Aircraft spotters especially should know what the three-bladed propeller within a triangle and circle signify when displayed on aircraft that go over their posts.

The Providence Journal and some of the other aviation-minded papers are carrying news of their local squadrons under the regular heading of CAP News, with the insignia imprinted. This is encouraging evidence of how the Patrol is gaining public acceptance as an established and important part of the life of American communities in wartime.